

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 10, 2002
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Fred Carpenter, Wickenburg, Chairman	Tom Martinsen, Paradise Valley
Kristin Greene for Scott Schrader, Avondale	Terry Ellis, Peoria
*Joe Blanton, Buckeye	Frank Fairbanks, Phoenix
*Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
*Usama Abujbarah, Cave Creek	Jacob Moore for Bryan Meyers, Salt River
Donna Dreska, Chandler	Pima-Maricopa Indian Community
Stuart Brackney, El Mirage	Peggy Carpenter for Jan Dolan, Scottsdale
*Paul Nordin, Fountain Hills	Bill Pupo, Surprise
Shane Dille, Gila Bend	Will Manley, Tempe
*Urban Giff, Gila River Indian Community	Ralph Velez, Tolleson
George Pettit, Gilbert	*Mark Fooks, Youngtown
Tim Ernster for Ed Beasley, Glendale	Mary Lynn Tischer for Victor Mendez, ADOT
Stephen Cleveland, Goodyear	Tom Buick for David Smith, Maricopa County
*Tom Morales, Guadalupe	Ken Driggs, Valley Metro/RPTA
*Horatio Skeete, Litchfield Park	+Bryant Powell for George Hoffman,
Mike Hutchinson, Mesa	Apache Junction

*Those members neither present nor represented by proxy.

+ Non-voting

Participated by videoconference or telephone conference call.

1. Call to Order

The meeting was called to order by Chairman Fred Carpenter, Wickenburg, at 12:05 p.m. Chairman Carpenter stated that transit tickets were available following the meeting from Valley Metro/RPTA.

4. Call to the Audience

This agenda item was taken out of order.

Chairman Carpenter stated that a timer was available to assist the public with their presentations. He noted that public comments have a three minute time limit. Chairman Carpenter stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comments are limited to three minutes.

Chairman Carpenter recognized public comment from DD Barker, who stated that with multimodalism, any transportation mode can be chosen. She asked if anyone knew how to rollerskate or skateboard, both of which are transportation modes. Ms. Barker mentioned how she visits her mother in Leisure World by taking transit. She stated that cars are not bad, just the

choices made with them. Even alternative fueled vehicles cause pollution. Ms. Barker stated that for the future of our children, be multimodal. Ms. Barker stated that only two citizens spoke at the April 5, 2002 public hearing. She stated that a better job can be done to get the public to attend, by utilizing flyers and doing followup, such as telephone calls. Ms. Barker stated that the federal government involvement process is being proactive and going beyond. Ms. Barker performed a cartwheel and splits. Chairman Carpenter thanked Ms. Barker for her comments.

Chairman Carpenter recognized public comment from Bob McKnight, who requested an organizational chart of the light rail project staff. He stated that there are so many cities and consultants involved he can't keep score. Mr. McKnight expressed his appreciation for the trolley simulation. He mentioned that he had revised the number of left turn opportunities from 90 to 60. Mr. McKnight noted that when the trolley is not in the station, three left turns are allowed, but when the trolley is in the station, two left turns are allowed. Mr. McKnight suggested broadcast the trolley simulation on television. Chairman Carpenter thanked Mr. McKnight for his comments.

Chairman Carpenter recognized public comment from Blue Crowley, who stated that he was assaulted on his bike on his way to the meeting. When a car passed him, he was sprayed in the eyes by windshield washer fluid. If paint had been used as a weapon, this could have been addressed better. Mr. Crowley stated that a number of agenda items are being recommended using the minimum amount of input, because a total of three minutes is given for all consent items combined. For agenda item #15A, Mr. Crowley asked how proactive was MAG when only two people showed up for the public hearing? He asked how hard would it be to put out advertising placards at Central Station a couple of weeks prior to announce the event? Mr. Crowley stated that outreach was done, but not all of the media were contacted. Mr. Crowley asked that if an agenda item is listed for possible action, and no action is taken, does he not get to comment? Mr. Crowley stated to get the goddamned paint out there and protect his ass. Chairman Carpenter informed Mr. Crowley that although his public comment was appreciated, profanity would not be tolerated.

2. Pledge of Allegiance
3. Approval of March 6, 2002 Meeting Minutes

Chairman Carpenter asked members if there were any changes to the minutes. Hearing none, he asked for a motion to approve.

George Pettit moved to approve the minutes of the March 6, 2002 meeting. Bill Pupo seconded, and the motion carried unanimously.

5. Executive Director's Report

James M. Bourey stated that the Desert Peaks awards categories were redefined. The Distinguished Service award was eliminated and the Professional Service award has been established. Mr. Bourey encouraged nominations for those who have contributed to the betterment of the region. He added that nominations were being accepted through this week.

Mr. Bourey stated that a National Conference on Aging and Mobility was held March 25-27, 2002. He expressed appreciation to ADOT for their sponsorship. Mr. Bourey stated that attendees included approximately 225 representatives from national public and private groups and MPOs. He noted that there was interest expressed in continuing the conference as an annual event.

Mr. Bourey stated that this year, MAG celebrates 35 years. The first Management Committee meeting was held March 8, 1967. The first Regional Council meeting was held April 12, 1967. Mr. Bourey read the mission and underlying concept of MAG, as stated in the By-laws. Mr. Bourey displayed a list of early MAG Management Committee members. Mr. Bourey stated that MAG member agencies working together have accomplished the Regional Specifications and Details, Building Codes, 9-1-1 System, Wastewater System, Freeway System, Air Quality improvements, Desert Spaces Plan, and the Regional Aviation Plan. Mr. Bourey displayed the development progression maps of the region from approximately 1967 to 2040. He read reflections on the differences between management and leadership. Chairman Carpenter thanked Mr. Bourey for his report.

Mary Lynn Tischer stated that the National Conference on Aging and Mobility was exceedingly well done. She acknowledged MAG staff for taking the initiative to hold the conference. Ms. Tischer stated that implementing this issue into regional planning is an important consideration.

Terry Ellis requested that Desert Peaks nomination materials be sent out earlier next year. Mr. Bourey replied that the materials were late because of production problems and efforts would be made to ensure a more timely mailout next year.

6. Approval of Consent Agenda

Chairman Carpenter stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. He stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually.

Chairman Carpenter stated that for agenda item #15A, FY 2002 MAG Mid-Phase Public Input Opportunity a copy of the report was at each place. For agenda item #15B, Conformity Analysis of the Draft FY 2003-2007 MAG Transportation Improvement Program, an errata sheet was at each place. For agenda item #15C, Conformity Analysis of the Draft MAG Long Range Transportation Plan - 2002 Update, a corrected version of the Executive Summary was at each place. For agenda item #17, Report on Management Committee Subcommittee on Governance, an addendum to the agenda to provide for possible action on the composition of and the general concepts of the Transportation Policy Committee was at each place.

Chairman Carpenter stated that Blue Crowley had turned in public comment card for agenda items #7, #8, #13, and #14. He called three times for Mr. Crowley, who was out of the room, for his public comment period. Mr. Crowley stated that he had also turned in cards for agenda items #9, #10, and #11, for which public comment was not being taken because no action was requested. Mr. Crowley stated that for agenda item #7, you are doing too much on light rail and it's not going right. He commented that he agreed with the project to preserve Tovrea Castle and expressed his appreciation. For agenda item #8, Mr. Crowley stated that the State and the County need to be at the table. It is important that they are there, because when push comes to shove,

they will be the ones who will need to provide monetary assistance. Mr. Crowley gave a thumbs up to agenda item #12. For agenda item #13, Mr. Crowley commented on the City of Phoenix bringing funds through the airport and putting them into the light rail project. He mentioned that a friend of his, who is a manager with an airline, did not know about the planned people mover part of the light rail project. Mr. Crowley stated that if a manager with an airline doesn't know about a potential project, then you are not doing the job right. For agenda item #14, Mr. Crowley stated that if Mayor Elaine Scruggs were present at the meeting, he would ask her which way to go on this. Mr. Crowley apologized for the profanity he used in his last public comment, but his eyes were burning. Chairman Carpenter noted that Mr. Crowley had time remaining and would allow comment on agenda items #9, #10, and #11. Mr. Crowley commented on the Management Committee being forthright. He pointed out that the job on the transportation conformity process is not being done right. Chairman Carpenter thanked Mr. Crowley for his comments.

Chairman Carpenter asked if members requested that an item be removed from the consent agenda and considered individually. Hearing no discussion, Chairman Carpenter asked for a motion to recommend approval of the consent agenda.

Mr. Cleveland moved to recommend approval of consent agenda items #7, #8, #9, #10, #11, #12, #13, and #14. Mr. Pupo seconded, and the motion carried unanimously.

7. Amendment to the FY 2002-2006 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of an amendment to the FY 2002-2006 MAG Transportation Improvement Program to add to FY 2002, \$500,000 of Transportation Enhancement Funds for the Tovrea Castle project in the City of Phoenix to Preserve Historic Vistas, to accommodate earlier purchase of right-of-way. In November 2001, the State Transportation Board approved several projects for funding with Transportation Enhancement Activity Funds and notification was sent to the six affected MAG agencies in December 2001. One project in the City of Phoenix, Preserving Historic Vistas at Tovrea Castle, is requesting to purchase the right-of-way for the project as soon as possible. This will require amending the current FY 2002-2006 MAG Transportation Improvement Program (TIP) instead of placing the project in the FY 2003-2007 TIP that is being developed which will not be finally approved until September/October of this year.

8. Recommendations to Arizona Department of Transportation for the FTA Elderly and Persons with Disabilities Transportation Program (EPDT)

The Management Committee, by consent, recommended forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation. On March 19, 2002, the MAG FTA Elderly and Persons with Disabilities Transportation Ad Hoc Committee ranked applications for the Federal Transit Administration (FTA) Section 5310 funding. These funds provide capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. The ranking provided by MAG is considered by ADOT in determining which applicants are to be awarded.

9. Consultation on Proposed Transportation Conformity Processes for the 2002 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG distributed for comment the proposed processes to be applied in the upcoming conformity analysis for the FY 2003-2007 MAG Transportation Improvement Program and the MAG Long Range Transportation Plan - 2002 Update. Comments regarding this material were requested by March 29, 2002.

10. Consultation on Potentially Regionally Significant Projects of the FY 2003-2007 MAG Transportation Improvement Program

Federal and State conformity regulations require Metropolitan Planning Organizations such as MAG to consult with State and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and the U.S. Department of Transportation regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed FY 2003-2007 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by April 19, 2002.

11. Conformity Consultation

An amendment has been requested to add a City of Phoenix transportation enhancement project to the FY 2002-2006 MAG Transportation Improvement Program. The amendment is necessary to include a new FY 2002 right-of-way acquisition project, Preserving Historic Vistas at Tovrea Castle. MAG has reviewed the project for compliance with the federal transportation conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes a new project that may be categorized as exempt, for which a conformity determination is not required.

12. Draft MAG 208 Small Plant Review and Approval for the Proposed Desert Gardens II Wastewater Treatment Facility

The Management Committee, by consent, recommended approval of the proposed Desert Gardens II Wastewater Treatment Facility as part of the MAG 208 Water Quality Management Plan. The City of Glendale has requested that MAG review the proposed Desert Gardens II Wastewater Treatment Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The City of Peoria, City of Avondale, City of Goodyear, City of Litchfield Park, City of El Mirage, and the Maricopa County unincorporated area are within three miles of the project, and all have indicated they do not object to the proposed facility. On April 2, 2002, the MAG Water Quality Advisory Committee recommended approval of the amendment.

13. Amendment to the FY 2002 MAG Unified Planning Work Program and Annual Budget to Accept Additional Funding

The Management Committee, by consent, recommended approval of an amendment to the FY 2002 MAG Unified Planning Work Program and Annual Budget to add \$44,066.73 in FY 2002 Planning Funds, \$5,000 in FY 2002 State Planning and Research Funds and \$125,000 in FY 2002 Congestion Mitigation Air Quality Funds. Three modifications are being requested to the FY

2002 MAG Unified Planning Work Program and Annual Budget: (1) The Arizona Department of Transportation has notified MAG that the amount of FHWA PL (planning) funds has been increased by \$44,066.73; (2) ADOT agreed to be a sponsor of the MAG National Conference on Aging and Mobility by allocating \$5,000 in State Planning and Research (SPR) funds; (3) To reconcile the FY 2002-2006 Transportation Improvement Program with the FY 2002 MAG Work Program, \$125,000 of 2002 Congestion Mitigation Air Quality funding for the Regional Pedestrian Planning project needs to be added to the FY 2002 MAG Work Program.

14. Financial Auditor Selection for the Maricopa Association of Governments

The Management Committee, by consent, recommended selecting Deloitte and Touche, L.L.P. to perform the MAG annual financial audit for fiscal years 2002 through 2006. The Maricopa Association of Governments requested proposals from qualified firms of certified public accountants to audit the financial statements for five consecutive years beginning in fiscal year 2002. In response to the Request for Proposals released in February 2002, MAG received two proposals from qualified certified public accountant firms. The MAG Audit Selection Committee reviewed the proposals and reached a consensus that Deloitte and Touche, L.L.P. perform the financial audit at MAG for the period beginning FY 2002 through FY 2006.

15A. FY 2002 MAG Mid-Phase Public Input Opportunity

Jason Stephens stated that the purpose of the mid-phase meetings is to ensure a continued opportunity for input by the public into the draft updates of the LRTP and TIP. Mr. Stephens stated that MAG co-sponsored several public input opportunities in with ADOT and Valley Metro/RPTA. He stated that opportunities for input included MAG at the Mall, Career Day, Transportation Fair, and the Loop 101 Freeway opening. In addition, a joint public hearing was held on April 5, 2002 with Valley Metro/RPTA and ADOT to receive input on the draft 2003-2007 TIP and LRTP 2002 Update. Mr. Stephens stated that the results of these meetings are included in the Mid-Phase Public Input Opportunity Report. He summarized input received, which included comments that the I-10 express terminal should be abandoned by Phoenix to the State, the rail system should be a rapid rail system as advertised in the campaigns, information about MAG meetings should be advertised on Valley Metro buses, and sales tax revenue should be a split between transit, commuter rail, bike and maintenance, and freeway, light rail and bullet trains. Chairman Carpenter thanked Mr. Stephens for his report.

Mr. Cleveland asked if the trolley simulation referred to by Mr. McKnight in his public comment had been presented at the public sessions. Mr. Stephens replied that pictures, not a simulation had been provided. Mr. Cleveland asked if the simulation might be worth showing to the Management Committee for a better understanding of how the system will work. Mr. Stephens replied that he would look into providing the trolley simulation for the Management Committee.

15B. Conformity Analysis of the Draft FY 2003-2007 MAG Transportation Improvement Program

- Paul Ward gave a presentation on the process for the development of the MAG Transportation Improvement Program (TIP). He stated that to comply with federal regulations, it is necessary to conduct an air quality conformity analysis on the TIP. Mr. Ward explained that data primarily for the TIP comes from federal, state, and local agencies, private developers through local agencies, MAG transportation plans and the Work Program, and MAG models. Mr. Ward stated that input on the program is provided by the public, MAG advisory committees, and MAG staff.

Mr. Ward noted that projects in the program considered scores from the MAG Congestion Management and Congestion Mitigation and Air Quality rating systems. Then the projects were ranked by MAG Modal Committees and the MAG Transportation Review Committee addressed funding amounts by mode. Mr. Ward stated that street, transit, freeway, bicycle, pedestrian, safety, ITS, maintenance, air quality, bridge, and telecommunications projects are included in the draft TIP. Mr. Ward stated that the projects in the draft TIP total \$4.61 billion. He displayed charts showing the source of funds, funding allocation by mode, and amount of federal funds by mode. He noted that an errata sheet was at each place that reflected changes to the draft TIP since the March 26, 2002 TRC meeting. Chairman Carpenter thanked Mr. Ward for his presentation and asked if there were questions.

15C. Conformity Analysis of the Draft MAG Long Range Transportation Plan - 2002 Update

Roger Herzog gave a presentation on the draft MAG Long Range Transportation Plan - 2002 Update. He noted that to comply with Federal Clean Air Act requirements, it is necessary to conduct an air quality conformity analysis of the Draft LRTP - 2002 Update. Mr. Herzog reviewed population and travel projections over the next 20 years. Mr. Herzog stated that changes to the LRTP - 2002 Update have been few, because of the development of the new Regional Transportation Plan (RTP). The RTP, expected to be completed in mid-2003, will address all modes. Mr. Herzog stated that items addressed in the 2002 Update include: 1) extending the time horizon to 2022, 2) addition of a half-diamond interchange on the Agua Fria Freeway at Bethany Home Road, and 3) incorporation of the West Valley Multimodal Transportation Corridor Plan. Mr. Herzog displayed maps of the freeway plan, local and express bus service, and the light rail plan. He remarked that the LRTP - 2002 Update is a multimodal plan. Chairman Carpenter thanked Mr. Herzog for his presentation and asked if there were any questions.

Chairman Carpenter recognized public comment from Ms. Barker, who stated that she was speaking at the meeting because she reads the material. She commented that after she spoke, those with a conscience may want to table this agenda item. Ms. Barker noted that she is not being paid for her comments. She explained that there are decreasing revenues, which are built on assumptions, not concrete facts. Ms. Barker stated that Mr. Tevlin has indicated that Phoenix Transit 2000 are into contingency funds. Mesa will have a two year ride, until federal reimbursement. Tempe is doing studies, but cannot spend their tax because it can only be spent on construction. Ms. Barker commented on the potentiality that the Legislature may not pass the House bill for the extension of the half cent sales tax. Ms. Barker stated that the RABA shortfall of \$8.5 billion will affect the MAG region in the amount of \$4.1 billion. She stated that the State bonding capacity bill is also coming up, and we have the future of our children to consider. Chairman Carpenter thanked Ms. Barker for her comments.

Chairman Carpenter recognized public comment from Mr. Crowley, who stated that he attended the Mid-Phase public hearing. Mr. Crowley added that the Short Range Transit Plan is a part of the review. He stated that he had to ask to see the Short Range Transit Plan, because it was not available for review. Was there a lack of communication between MAG and RPTA that this was not coordinated? Mr. Crowley encouraged being proactive at open houses. Mr. Crowley stated that MAG says that the Long Range Plan is a multimodal plan, but where are the bike and pedestrian projects mentioned? Mr. Crowley questioned the basis for calculating quadrupling and tripling of service. He mentioned that potential projects include ADOT doing park and ride.

Back in 1989, it was said this needed to be a part of the program. Mr. Crowley asked where in the Long Range Plan does it say that paint would be used as a weapon on all arterials? Chairman Carpenter thanked Mr. Crowley for his comments.

Chairman Carpenter stated that action could be taken on agenda items #15B and #15C together, unless otherwise requested. Hearing no comment, Chairman Carpenter asked for a motion.

Stuart Brackney moved to recommend approval of the Draft FY 2003-2007 MAG Transportation Improvement Program for an air quality conformity analysis and the Draft MAG Long Range Transportation Plan - 2002 Update for an air quality conformity analysis. Ralph Velez seconded, and the motion carried unanimously.

16. Annual Report on the MAG Regional Freeway Program

Eric Anderson stated that each year, MAG is required by statute to produce an Annual Report on the status of the MAG Regional Freeway Program. MAG has a statutory responsibility to adopt criteria for project priorities, set priorities for the Regional Freeway System, determine air quality conformity, adopt the TIP and LRTP, approve material cost changes, and provide opportunity for public input. Mr. Anderson stated that the purpose of the Annual Report is to provide a review and independent fiscal evaluation of the Regional Freeway Program. He reviewed the fiscal analysis summary, which included a decline of \$28.8 million in sales tax and \$25.7 million in HURF through 2015. He noted that this decline in HURF represents approximately \$1.5 to \$2 million decrease per year. Mr. Anderson stated that the total system cost increased \$178 million. He reviewed the progress of the Regional Freeway System, including 91 miles of freeway opened, 7.9 miles under construction, and 47.7 miles programmed. Mr. Anderson displayed a chart that showed the cost per mile to complete freeway corridors. He noted that since the report was first issued in 1992, the Regional Freeway Program has been in fiscal balance and has met the construction schedules. Mr. Anderson stated that the cash balance in 2008, the last year of freeway construction, is zero, which means there is a limited ability for additional accelerations or design changes. Mr. Anderson stated that another major finding is to adopt best management practices for freeway/land use integration. He noted that protecting future right-of-way for the South Mountain and Loop 303 will be a major consideration. Mr. Anderson mentioned that operating and maintenance costs could also be a major issue. Chairman Carpenter thanked Mr. Anderson for his report and asked if there were any questions.

17. Report on Management Committee Subcommittee on Governance

Mr. Cleveland expressed his thanks to members of the Management Subcommittee on Governance for their efforts. He stated that there would be two parts to the recommendations reached by the Subcommittee. The first part would be the recommendations on the functions of the Executive Committee and the Regional Council would be forwarded to the Regional Council for their deliberation. The second part would be that the concept of the Transportation Policy Committee would be forwarded to the Regional Council, with additional guidance needed from them.

Mr. Cleveland stated that the notion of transferring policy authority from the Regional Council to the Executive Committee was not recommended. It was felt that the Executive Committee would deal with more day to day business, and the Regional Council would be the policy making body. Mr. Cleveland stated that the Subcommittee recommended that the composition of the

Executive Committee be increased to seven members, not 11, with the additional two seats being at-large elected members from the Regional Council.

Mr. Cleveland stated that the Subcommittee reached a consensus that there be no change to the weighted voting process. He noted that two members had to leave the meeting and the consensus was reached after their departure.

Mr. Cleveland stated that as discussion has proceeded on the Transportation Policy Committee through the intergovernmental representatives, managers and mayors, it was felt that additional deliberation was necessary. General topics that need further discussion include: How large should the committee be? How should the members be selected? Should social services and environmental representation be added? How would non-elected members be selected? Should the RPTA representative be an elected official? Should the business representatives be selected by a nominating process by elected officials from the specific areas of the community?

Mr. Cleveland stated that if the Regional Council is inclined, the Management Committee could write up the ministerial aspects of the Transportation Policy Committee. He stated that one of the reasons that MAG is going through the governing process is the feeling that it was important to broaden representation. Mr. Cleveland stated that it was envisioned that the Transportation Policy Committee would include other representation being brought into the process and folded in with the Regional Council Transportation Subcommittee and expanded into a policy committee. Mr. Cleveland stated that the recommendations from the Transportation Policy Committee would be either voted on or ratified by the Regional Council. The Committee would be a majority of Regional Council elected officials. He added that this is a step in the right direction and gets us closer to making changes. Mr. Cleveland stated that additional debate on procedural aspects is needed.

Chairman Carpenter asked for comment from the other Management Subcommittee members. Mike Hutchinson stated that incremental steps in the context of change is appropriate. Drastic change will not happen. Mr. Hutchinson stated that the Regional Council is the ultimate arbiter of governance. The role of the Management Committee is to provide them with the best information and support them. Mr. Hutchinson stated his support for the Subcommittee recommendations.

Peggy Carpenter noted that Jan Dolan was unable to attend the Management Committee meeting because a circumstance had arisen. She added that Ms. Dolan was aware of the Subcommittee recommendations and would support them.

Chairman Carpenter recognized public comment from Mr. Crowley, who stated that he has been continuously trying to comment on governance. The people give direction to elected officials. Mr. Crowley stated that he has been trying to comment, but comment is not taken because the item was not slated for action. He read from January 30, 2002 Regional Council meeting minutes, "Chairman Rimsza noted that a public comment card had been turned in. However, comment would not be heard because no action was being taken." Mr. Crowley noted that the minutes contained 3½ pages of input from the Regional Council, but none from the public. The governance issue has been pushed through and the public has not been allowed to input. Chairman Carpenter thanked Mr. Crowley for his comments.

Mr. Cleveland moved to recommend the functions and the responsibilities of the Regional Council that would be the policy making body, the Executive Committee that would be the ministerial body, expanded to include two at-large elected Regional Council members, and that weighted voting should continue as the current process. Cynthia Seelhammer seconded. Mr. Bourey asked for clarification if the motion included those responsibilities as listed on Attachment One. Mr. Cleveland confirmed that was correct.

Donna Dreska commented on changing the “Air Quality Conformity Analysis” responsibility delegated for approval by the Executive Committee to the responsibilities of the Regional Council and adding approval of “Air Quality Plans” to the responsibilities of the Regional Council. Mr. Cleveland and Ms. Seelhammer, as maker and seconder of the motion, supported the changes.

Ken Driggs asked for clarification of weighted voting at both Regional Council and Executive Committee. Mr. Cleveland replied that voting would remain as is, with no change. Dennis Smith stated that weighted voting applies to Regional Council and Management Committee, and there are no weighted voting provisions at the Executive Committee.

Hearing no further discussion, Chairman Carpenter asked for a vote on the motion, which passed with Frank Fairbanks voting no, and Mary Lynn Tischer abstaining.

Mr. Cleveland moved to recommend that the Regional Council discuss, deliberate and provide guidance regarding replacing the existing Regional Council Transportation Subcommittee with an expanded Transportation Policy Committee, the majority of which would be elected Regional Council members, with additional representation being appointed by the Regional Council. Further, the Transportation Policy Committee would make recommendations on major transportation plans and programs, as noted on Attachment One. Also, if the Regional Council so desires, the Management Committee would be ready to take guidance and provide detail to the mechanisms to make the process work. Terry Ellis seconded.

Mr. Cleveland added that the motion is sending forward to the Regional Council the Transportation Policy Committee as a concept, and the Regional Council will provide guidance in terms of composition and detail. The Management Committee recommendations on major transportation issues would be processed through the Transportation Policy Committee, with final approval by the Regional Council.

Chairman Carpenter asked the status of the Transportation Review Committee (TRC). Mr. Cleveland replied that the TRC and advisory committees would continue to function as they do now. He added that many committees are being examined in regard to broadening representation, which could possibly include representatives from the private sector. Mr. Bourey asked for clarification that the motion endorses the concept of the Transportation Policy Committee, and not the specific membership. Mr. Cleveland replied that was correct.

Tom Buick asked for clarification of representation by the County Board member. Mr. Cleveland replied that Maricopa County would be one of the agencies with a standing membership. Mr. Smith commented that recommendations would still be brought forward from modal committees, TRC and Management Committee. The Management Committee would still have the ability for a weighted vote in recommendations to the Transportation Policy Committee, and the Regional Council would continue to have the ability for a weighted vote on recommendations from the

Transportation Policy Committee. Mr. Cleveland stated that forwarding the concepts provides an opportunity to get the issue on the table for deliberation.

Hearing no further discussion, Chairman Carpenter asked for a vote on the motion, which passed with Mr. Fairbanks abstaining.

18. Preparations for a 2005 Special Census

Rita Walton stated that at the February and March meetings, the Management Committee reviewed the pros and cons of conducting a 2005 Special Census and possible options for determining 2005 population, including a Special Census and population estimates. Ms. Walton stated that a 1995 state law allowed for the use of estimates for distributing state-shared revenue, but this legislation had sunset. She added that League staff is considering submitting a similar law the next legislative session.

Ms. Walton stated that a Special Census could cost approximately \$30 million. She explained that preliminary information from FHWA is for MAG to use at least \$6 million of MAG federal funds to conduct a Special Census. Ms. Walton added that this could require \$24 million from MAG member agencies. She stated that depending on sample size, an estimate could cost between \$4.2 million and \$11.1 million. The FHWA has indicated that it may be appropriate for MAG federal funds to pay for 50 percent of an estimate process to at least \$6 million. Ms. Walton stated that options could be kept open by reserving at least \$6 million in MAG federal funds over a four year period, and developing an assessment schedule for member agencies based on possible 2005 population and a \$24 million cost. Chairman Carpenter thanked Ms. Walton for her report.

Chairman Carpenter asked for clarification if MAG would be reserving money or if member agencies needed to send in money. Ms. Walton replied that member agencies would not send in money, only understand the implications of the potential amount that a special census could cost.

Mr. Brackney asked if the \$30 million total was based on all jurisdictions participating? Ms. Walton replied that was correct.

Chairman Carpenter recognized public comment from Mr. Crowley, who stated that it was indicated that there was a problem with the feds demanding that 12,000 enumerators be lined up for 4,000 spots to conduct the special census. How much will we get for \$30 million? Mr. Crowley stated that former enumerators do not know about the special census. He suggested sending out an email to former enumerators about the special census. Chairman Carpenter thanked Mr. Crowley for his comments.

Mr. Ellis moved to recommend reserving at least \$6 million of MAG federal funds over a four year period (\$1.5 million per year) to keep our options open regarding taking a 2005 Special Census or to develop an estimate and to forward an assessment schedule to the MAG member agencies reflecting \$24 million over a four year period. Mr. Pupo seconded.

Ms. Tischer commented that ADOT has been discussing the special census with state MPOs. They have indicated they want an effort to have an estimate developed.

A vote on the question was taken, which passed, with Mr. Driggs abstaining.

19. Legislative Update

Mr. Smith provided an update on current transportation and air quality legislation of interest to MAG member agencies. He stated that HB 2660 was amended to remove objectionable language. MAG's position is neutral on the bill. HB 2588 was signed by the Governor on March 27th. Mr. Smith stated that staff met with the sponsors of HB 2585. He stated that the objectionable language was removed, and the bill was moving forward.

Chairman Carpenter recognized public comment from Mr. Crowley, who asked about the position of no support. Does that mean Maricopa County or the new county? How much public input have you gotten to say "we?" Mr. Crowley stated that he is against parity bonds and credits trading. When you say "we" do you mean staff? He stated that he did not like that you always have that hand out to get that mother's milk of politics. Mr. Crowley stated that not all are at the table at RPTA. He stated that he would like to see support for all government employees using transit. Mr. Crowley stated that he has never been given MAG's trip reduction plan. He stated that he wants it done right. Mr. Crowley stated that you are most of the problem because of single occupant vehicle mentality. Chairman Carpenter thanked Mr. Crowley for his comments.

There being no further business, the meeting adjourned at 1:30 p.m.

Chairman

Secretary